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GATE HOLD PROCEDURES- Procedures at selected airports to hold aircraft at the gate or other ground location whenever departure delays exceed or are anticipated to exceed 15 minutes. The sequence for departure will be maintained in accordance with initial call-up unless modified by flow control restrictions. Pilots should monitor the ground control/clearance delivery frequency for engine start/taxi advisories or new proposed start/taxi time if the delay changes.

(See FLOW CONTROL.)

GCA-

(See GROUND CONTROLLED APPROACH.)

GENERAL AVIATION- That portion of civil aviation which encompasses all facets of aviation except air carriers holding a certificate of public convenience and necessity from the Civil Aeronautics Board and large aircraft commercial operators.

(See ICAO term GENERAL AVIATION.)

GENERAL AVIATION [ICAO]- All civil aviation operations other than scheduled air services and nonscheduled air transport operations for remuneration or hire.

GEO MAP- The digitized map markings associated with the ASR-9 Radar System.

GLIDEPATH-

(See GLIDESLOPE.)

GLIDEPATH INTERCEPT ALTITUDE-

(See GLIDESLOPE INTERCEPT ALTITUDE.)

GLIDESLOPE- Provides vertical guidance for aircraft during approach and landing. The glideslope/glidepath is based on the following:

a. Electronic components emitting signals which provide vertical guidance by reference to airborne instruments during instrument approaches such as ILS/MLS, or

b. Visual ground aids, such as VASI, which provide vertical guidance for a VFR approach or for the visual portion of an instrument approach and landing.

c. PAR. Used by ATC to inform an aircraft making a PAR approach of its vertical position (elevation) relative to the descent profile.

(See ICAO term GLIDEPATH.)

GLIDEPATH [ICAO]- A descent profile determined for vertical guidance during a final approach.

GLIDESLOPE INTERCEPT ALTITUDE- The minimum altitude to intercept the glideslope/path on a precision approach. The intersection of the published intercept altitude with the glideslope/path, designated on Government charts by the lightning bolt symbol, is the precision FAF; however, when the approach chart shows an alternative lower glideslope intercept altitude, and ATC directs a lower altitude, the resultant lower intercept position is then the FAF.

(See FINAL APPROACH FIX.)

(See SEGMENTS OF AN INSTRUMENT APPROACH PROCEDURE.)

GLOBAL POSITIONING SYSTEM (GPS)- A space-base radio positioning, navigation, and time-transfer system. The system provides highly accurate position and velocity information, and precise time, on a continuous global basis, to an unlimited number of properly equipped users. The system is unaffected by weather, and provides a worldwide common grid reference system. The GPS concept is predicated upon accurate and continuous knowledge of the spatial position of each satellite in the system with respect to time and distance from a transmitting satellite to the user. The GPS receiver automatically selects appropriate signals from the satellites in view and translates these into three-dimensional position, velocity, and time. System accuracy for civil users is normally 100 meters horizontally.

GO AHEAD- Proceed with your message. Not to be used for any other purpose.

GO AROUND- Instructions for a pilot to abandon his approach to landing. Additional instructions may follow. Unless otherwise advised by ATC, a VFR aircraft or an aircraft conducting visual approach should overfly the runway while climbing to traffic pattern altitude and enter the traffic pattern via the crosswind leg. A pilot on an IFR flight plan making an instrument approach should execute the published missed approach procedure or proceed as instructed by ATC; e.g., "Go around" (additional instructions if required).

(See LOW APPROACH.)

(See MISSED APPROACH.)

GPD-

(See GRAPHIC PLAN DISPLAY.)

GPS-

(See GLOBAL POSITIONING SYSTEM.)

GRAPHIC PLAN DISPLAY (GPD)- A view available with URET CCLD that provides a graphic display of aircraft, traffic, and notification of predicted conflicts. Graphic routes for Current Plans and Trial Plans are displayed upon controller request.

(See USER REQUEST EVALUATION TOOL CORE CAPABILITY LIMITED DEPLOYMENT.)

GROUND CLUTTER- A pattern produced on the radar scope by ground returns which may degrade other radar returns in the affected area. The effect of ground clutter is minimized by the use of moving target indicator (MTI) circuits in the radar equipment resulting in a radar presentation which displays only targets which are in motion.

(See CLUTTER.)

GROUND COMMUNICATION OUTLET (GCO)- An unstaffed, remotely controlled, ground/ground communications facility. Pilots at uncontrolled airports may contact ATC and FSS via VHF to a telephone connection to obtain an instrument clearance or close a VFR or IFR flight plan. They may also get an updated weather briefing prior to take-off. Pilots will use four "key clicks" on the VHF radio to contact the appropriate

ATC facility or six "key clicks" to contact the FSS. The GCO system is intended to be used only on the ground.

GROUND CONTROLLED APPROACH- A radar approach system operated from the ground by air traffic control personnel transmitting instructions to the pilot by radio. The approach may be conducted with surveillance radar (ASR) only or with both surveillance and precision approach radar (PAR). Usage of the term "GCA" by pilots is discouraged except when referring to a GCA facility. Pilots should specifically request a "PAR" approach when a precision radar approach is desired or request an "ASR" or "surveillance" approach when a nonprecision radar approach is desired.

(See RADAR APPROACH.)

GROUND DELAY- The amount of delay attributed to ATC, encountered prior to departure, usually associated with a CDT program.

GROUND SPEED- The speed of an aircraft relative to the surface of the earth.

GROUND STOP- Normally, the last initiative to be utilized; this method mandates that the terminal facility will not allow any departures to enter the ARTCC airspace until further notified.

GROUND VISIBILITY-

(See VISIBILITY.)